



Developing an Asset Management Plan

Virginia Department of Rail & Public Transportation

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Topics

- Brief History of PROGGRES
- Walk Thru of PROGGRES
- Discussion of Future Enhancements

Funding sources for DRPT Six Year Improvement Program

- Mass Transit Trust Fund

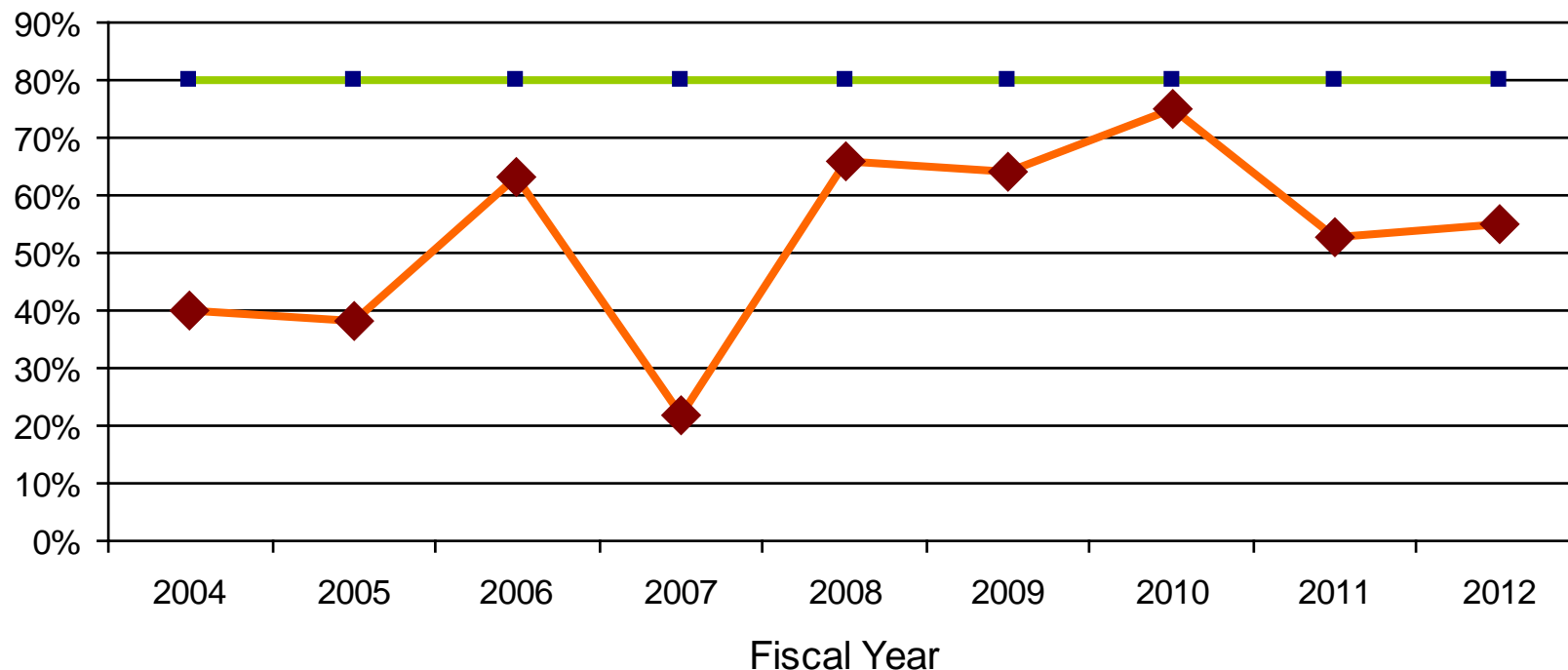
- Mass Transit Capital Fund

- Federal Funding, both DRPT and grantees' funding

FY 12, DRPT managed a capital program of \$379M with a staff of five Program Administrators.

Grantees have no idea from year to year what our funding or our state match will be.

State Share of Non-Federal Capital Expenses



—◆— Actual State Share of Non-federal Cost
—■— Target State Match for Rolling Stock

Goals of Asset Management System:

- A quick, equitable and systematic method of assessing the applications for our limited grant resources
- A realistic method of calculating capital needs over a 20 year planning horizon
- A method for scoring applications based on several criteria, such as public benefit model, compliance with planning requirements, etc.



Capital Needs (\$ in thousands)

[Create Report](#)Fiscal Year **2012 - Current**Grantee Filter **No Additional Filters**District: **All Districts**Rolling Stock Approach **ESLMST**Grantees **All Grantees**Activities **All Activities**[Show Spare Ratio Adjustment](#) ☒

Click cell to view assets behind needs

FTA Code *	Activity Name		≤ 2008 Backlog	2009 Backlog	2010 Backlog	2011 Backlog	2012	2013	2014	2015	2016	2017	2018	2019	2020
11.12.XX	Bus, Rolling Stock	# of Units	\$113,546 1219	\$34,752 362	\$61,445 442	\$41,539 297	\$69,266 549	\$84,264 694	\$92,658 710	\$100,747 756	\$85,859 765	\$97,423 918	\$102,353 1088	\$111,181 880	\$111,181 880
12.12.XX	Rail, Rolling Stock	# of Units	\$80,510 31							\$3,235 1	\$6,599 2	\$26,923 8	\$6,865 2	\$7,003 2	
1X.3X.XX	Station Stops/Terminals (All)	# of Units													
1X.4X.XX	Support Facilities & Equipment	# of Units	\$15,025 2		\$80	\$159	\$298 1								
11.22.01	Busway	# of Units													
12.52.01	Traction Power	# of Units													
1X.62.01	Control/Signal System	# of Units													
11.32.09	Route Signing	# of Units				\$144 589	\$147 589	\$150 589	\$153 589	\$156 589	\$159 589	\$163 589	\$166 589	\$169 589	
11.32.10	Passenger Shelters	# of Units				\$568 101	\$579 101	\$590 101	\$602 101	\$614 101	\$627 101	\$639 101	\$652 101	\$665 101	
1X.XX.XX	Other Capital Needs	# of Units				\$7,169 594	\$7,313 594	\$7,459 594	\$7,608 594	\$7,760 594	\$7,915 594	\$8,074 594	\$8,235 594	\$8,400 594	\$8,400 594
	Total Capital Needs	# of Units	\$209,081 1252	\$34,752 362	\$61,524 442	\$49,579 1581	\$77,602 1834	\$92,464 1978	\$101,021 1994	\$112,512 2041	\$101,159 2051	\$133,221 2210	\$118,272 2374	\$127,418 2166	\$127,418 2166

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Capital Needs (\$ in thousands)

Fiscal Year **2012 - Current**Grantee Filter **No Additional Filters**District: **All Districts**Rolling Stock Approach **ESLMST**Grantees **All Grantees**[Show Spare Ratio Adjustment](#) ☒Activities **Bus, Rolling Stock**

Click cell to view assets behind needs

FTA Code	Activity Name		<u><= 2008</u> <u>Backlog</u>	<u>2009</u> <u>Backlog</u>	<u>2010</u> <u>Backlog</u>	<u>2011</u> <u>Backlog</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>
11.12.01	Bus STD 40 FT	# of Units	\$33,427 90	\$5,540 15	\$13,684 37	\$16,249 44	\$20,738 55	\$30,759 80	\$29,785 76	\$27,982 70	\$22,577 55	\$21,539 51	\$19,091 44	\$31,747 73	\$33,427
11.12.02	Bus STD 35 FT	# of Units	\$9,827 30	\$9,126 20	\$15,430 48	\$10,750 33	\$11,605 35	\$11,482 32	\$18,503 47	\$13,830 28	\$14,177 28	\$12,058 23	\$16,261 28	\$20,217 40	\$20,738
11.12.03	Bus 30 FT	# of Units	\$19,541 66	\$8,547 27	\$10,659 36	\$6,218 21	\$19,630 65	\$18,482 60	\$20,423 65	\$21,152 66	\$21,575 66	\$26,674 80	\$22,447 66	\$26,148 73	\$31,747
11.12.04	Bus < 30 FT	# of Units	\$2,264 33	\$1,248 18	\$2,072 20	\$2,304 21	\$4,182 38	\$4,796 50	\$6,250 63	\$7,226 61	\$4,494 51	\$8,026 68	\$6,529 59	\$5,716 58	\$6,218
11.12.06	Bus Articulated	# of Units						\$714 1				\$773 1			
11.12.15	Vans	# of Units	\$34,667 841	\$8,826 233	\$8,981 249	\$4,581 130	\$11,341 298	\$16,536 423	\$15,887 402	\$19,128 481	\$20,625 492	\$24,274 574	\$32,182 721	\$24,267 548	\$22,577
11.12.16	Sedan / Station Wagon	# of Units	\$4,728 158	\$1,466 49	\$1,526 51	\$1,436 48	\$1,770 58	\$1,494 48	\$1,810 57	\$1,587 49	\$2,412 73	\$4,078 121	\$5,844 170	\$3,086 88	\$2,073
11.12.33	Ferry Boats	# of Units	\$9,092 1		\$9,092 1					\$9,842 1					
	Total Capital Needs	# of Units	\$113,546 1219	\$34,752 362	\$61,445 442	\$41,539 297	\$69,266 549	\$84,264 694	\$92,658 710	\$100,747 756	\$85,859 765	\$97,423 918	\$102,353 1088	\$111,181 880	\$116,249

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Capital Needs (\$ in thousands)

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Click cell to view assets behind needs

FTA Code	Activity Name		<u><= 2008</u> <u>Backlog</u>	<u>2009</u> <u>Backlog</u>	<u>2010</u> <u>Backlog</u>	<u>2011</u> <u>Backlog</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>				
11.12.01	Bus STD 40 FT	# of Units			\$369 1	\$2,216 6	\$4,144 11	\$16,521 43	\$9,014 23	\$10,393 26	\$2,854 7	\$1,666 5				
11.12.02	Bus STD 35 FT	# of Units	\$1,539 5	\$2,154 7	\$5,847 19	\$1,847 6	\$942 3		\$327 1	\$666 2						
11.12.03	Bus 30 FT	# of Units	\$296 1		\$296 1		\$302 1	\$308 1	\$314 1	\$320 1	\$981 3	\$1,666 5		3	4	
11.12.04	Bus < 30 FT	# of Units	\$654 9	\$235 3		\$147 2	\$330 4	\$366 5	\$562 7	\$390 5	\$679 9	\$914 12	\$910 11	\$969 11	\$	
11.12.06	Bus Articulated	# of Units						\$714 1				\$773 1				
11.12.15	Vans	# of Units	\$5,573 124	\$2,240 51	\$2,384 55	\$1,054 26	\$2,901 67	\$4,610 100	\$3,797 84	\$4,388 94	\$4,480 91	\$5,154 105	\$6,908 138	\$5,595 111	\$5,	
11.12.16	Sedan / Station Wagon	# of Units	\$599 20	\$269 9	\$359 12	\$359 12	\$519 17	\$311 10	\$254 8	\$259 8	\$330 10	\$843 25	\$791 23	\$701 20	\$	
11.12.33	Ferry Boats	# of Units														
	Total Capital Needs	# of Units	\$8,661 159	\$4,899 70	\$9,256 88	\$5,622 52	\$9,138 103	\$22,831 160	\$14,267 124	\$16,417 136	\$9,325 120	\$11,015 152	\$10,901 178	\$17,306 166	\$10,	

- All Districts
- USA Other
- Bristol
- Salem
- Lynchburg
- Richmond
- Hampton Roads
- Fredericksburg
- Culpeper
- Staunton
- Northern Virginia



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Grant Line Item Evaluation

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Score status: Up to date

Grantees Grant Version [Recalculate](#)Activities DRPT Policy

<< < 1 2 3 4 5 > >>											
Rank		FTA Code	Grantee	Total Score (%)	Asset Management		Public Benefit		DRPT Assessment		Line item
					Needs	6-Yr Plan	B/C	(\$K)	Readiness	Other	Amount (\$K)
1		11.12.15	AASC / Four County Transit	100	10	-	-	-	-	-	39.0
<div><div><div><div><div><div>AASC / Four County Transit</div><div>[11.12.15] Purchase Replacement Vans</div><div>1 unit at \$39,000.00 per unit</div><div>Status: Submitted</div><div>Needs: 10 Fully consistent with AM assessment</div><div>6-Yr Plan: - Not applicable</div><div>Readiness: - '</div><div>Other DRPT: - '</div></div></div><div><div>Funding Locked In: No</div><div>Lock...</div></div><div><div>MTTF Locked Out: No</div><div>Lock out</div></div></div></div></div>											
2		11.12.15	JAUNT, Inc.	67	7	-	-	-	-	-	600.0
3		11.12.03	Charlottesville Area Transit	56	6	-	-	-	-	-	93.9
4		11.12.15	Greene County Transit, Inc.	45	5	-	-	-	-	-	134.3
5		11.12.02	Charlottesville Area Transit	12	2	-	-	-	-	-	928.2
6		11.12.01	DRPT Test Account 7	1	1	-	-	-	-	-	700.0
6		11.12.15	Williamsburg Area Transit Authority	1	1	-	-	-	-	-	150.0
6		11.12.16	subsidiary 2	1	1	-	-	-	-	-	50.0
6		12.12.20	NVTC - VRE	1	1	-	-	-	-	-	5,749.0
6		11.12.15	NRV Senior Services/Pulaski Area Transit	1	1	-	-	-	-	-	54.0

Virginia Department of Rail and Public Transportation

Capital Needs Report

5/31/2011 5:42:13 PM

Fiscal Year: 2012

Rolling Stock Approach: ESLMST

Grantee: Williamsburg Area Transit Authority

Exclusive of Spare Ratio Vehicles

Six-Year Plan Summary

FTA Description	Needs \$K (Units)					
	2012	2013	2014	2015	2016	2017
Bus, Rolling Stock	\$3,298(22)	\$423	\$2,566	\$535	\$2,003	\$3,533
Rail, Rolling Stock						
Station Stops/Terminals (All)						
Support Facilities & Equipment						
Busway						
Traction Power						
Control/Signal System						
Route Signing	\$5(44)	\$2	\$2	\$3	\$3	\$3
Passenger Shelters	\$23(4)	\$12	\$12	\$12	\$13	\$13
Other Capital Needs	\$29(6)	\$15	\$15	\$16	\$16	\$16
Totals:	\$3,355(76)	\$453	\$2,596	\$565	\$2,035	\$3,565

Global Parameters

Capital Needs Calculation Status

Status
Recalculation needed

[update](#)[cancel](#)

Miscellaneous Parameters

Description	Value
Fiscal Year	2012 ▼
Default Planning Horizon (years)	26
Inflation Rate (percent)	2.000
Interest rate accrued on Banked Facility Funds (percent)	0.000
Default Spare Ratio (percent)	20
Minimum Spare Ratio Fleet Size	50
Buildup Years	4
Rule Family used for Asset Management Scoring	ESLMST ▼
WMATA Grantee ID	300

Facility Cost Spread

Year	Cost Distribution (%)
Completion Year	55.0

Project Impacts

- **Now in third annual cycle of use; considered very successful**
- **Grant application workflow adapted to leverage SOGR forecasts**
- **DRPT can justify expenditures and ensure “best use” of funds**
- **FTA grant application submitted to enhance and release as an open source application**

FTA Grant Proposal

- Enhance PROGGRES to create “Trans-AM”
- Requirements from the entire transit community
 - Expanded technical capabilities
 - More modular and flexible
- Implement Trans-AM at DRPT and other participating properties
- Release Trans-AM as Open Source software
 - Support enhancements and innovation without vendor-imposed limitations

SOGR Technical Enhancements

- Strategies: Add Major Overhaul and other rehabilitation approaches
- Assess capital impacts of service expansion
- Evaluation of complex policies, combining replacements, service expansion, and rehab
- Link FTA funding sources to evaluate funding needs and local match requirements

“Trans-AM” System Features

- Web based – can be installed by an agency or run “in the cloud”
- Relies on free, open-source databases and related tools
- Open XML interfaces – support linkages with existing asset management systems

Project Benefits

- Advanced approach based on established, proven technology
- Open source community involvement spurs innovation among industry, research, academic, and vendor communities
- User are freely able to modify and adapt the system to meet their own needs

Work Plan

1. Identify a “Peer panel” of transit properties to define requirements
2. Develop visual prototypes to refine and agree on the system design
3. Iterative, incremental development
4. Deployment, implementation, training, support at DRPT and peer agencies
5. Establish Open Source project, training, & outreach